

The Hong Kong Daily Press.

NO. 8683

就三十八百六千八第

四十月九日一十精光

HONGKONG, WEDNESDAY, OCTOBER 21st, 1885.

三界

號一十二月十英華香

PRICE \$2 PER MONTH

SHIPPING

INTIMATIONS.

BANKS.

INTIMATIONS.

INSURANCES.

NOTICES TO CONSIGNEES.

INTIMATIONS.

ARRIVALS.
October 19, LOBNE, British steamer, 1,034 Wm. Hunter, Saigon 14th October, Rice—
TUNG KEE & Co.

October 20, SIRE, British steamer, 1,510 A. Scotland, Saigon 15th October, Rice, Fish, &—TUNG KEE & Co.

October 20, MARIA, British str., 1,060 W. Mitchell, Whampoa 20th October, General—SIEMSEN & Co.

October 20, KWANG-LEE, Chinese str., 1,507, Andrew, Whampoa, 20th October, General—C. M. S. N. Co.

October 20, LADY, British steamer, 1,300 C. Mann, London, and Singapore 18th Oct., Genera—ARNHOLD, KARBERG & Co.

October 20, STORE NORDSKE, British steamer, from a cruise.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
20TH OCTOBER.

Ningpo, British steamer, for Shanghai.
Chippach Castle, British steamer, for Shanghai.

Patrosius, British steamer, for Amoy.

Haiphong, British steamer, for Swatow.

Taichow, British steamer, for Swatow.

Aurora, British steamer, for Bangkok.

Kinta, British steamer, for Singapore.

DEPARTURES.

October 20, SIGNAL, German str., for Hohiw.

October 20, DEUTSCH, German steamer, for Nagasaki.

October 20, KOTSANG, British steamer, for Whampoa.

October 20, STORE NORDSKE, British str., for a cruise.

October 20, DJEZNAM, French str., for Europe.

October 20, CHI-XUEN, Brit str., for Swatow.

October 20, NINGPO, Brit str., for Shanghai.

October 20, CHIPCHASE CASTLE, British str., for Singapore.

PASSENGERS.

ARRIVED.

For LORNE, str., from Saigon—33 Chinese.

For SETH, str., from Sam—16 Chinese.

For Lai, str., from London, &c.—500 Chinese, from Singapore.

DEPARTED.

For Djennet, str., from Hongkong—For Saigon—9 Chinese.

For Marseilles—Moures—J. Arranger, Richard Comber, R. de Vargas Masedo, O. Stevens, F. Mignot, and 5 Chinese.

For Marseilles—H.E. M. Pateno, Capt. Alphonse, Capt. C. Michel, and T. W. Lamarche, from Kodaikanal.

For Yokohama—For Saigon—Mr. H. H. Hounds, For Marseilles—For Singapore—Mr. J. W. Hall, Messrs. van Stappen, K. Inagaki, S. Noda, O. Matsumoto, F. Shige, T. Yamakawa, and M. Ikonoro.

REPORTS.

The British steamer *Lorae* reports after leaving Padar, equally and overcast, and heavy rain, last two days strong N.E. monsoons and sea.

The British steamer *Sirah* reports strong monsoon and heavy sea. On the 17th October sighted Jardine's steamer (supposed) *Wingang*, and Japan bound South.

The British steamer *Lorae* reports light variable winds and fine weather up to lat. 17° N., thence strong N.E. winds with heavy N.E. sea, and sharp rain squalls up to arrival.

SHANGHAI SHIPPING.

October 18, ARRIVALS.

6. Kiang-teen, Chinese str., from Ningpo.

6. Saki, Japanese ship, from Hankow.

6. Ningpo, British str., from Hongkong.

6. Kiang-teen, British str., from Nanking.

6. Wismar, German str., from Nanking.

6. Kiang-teen, Chinese str., from Ningpo.

6. Kiang-teen, British str., from Ningpo.

6. Kiang-teen, Chinese str., from Ningpo.

6. Kiang

INTIMATION.

S. WATSON & CO.'S
NEW
VEGETABLE SEEDS
AND
FLOWER SEEDS
ARE NOW READY FOR DELIVERY.

Both are of the Best Varieties and the kinds that do best in China. They are shipped in a manner that ensures their preservation in transit and in three separate parcels. Thus every possible precaution is taken to avoid disappointment to purchasers.

CATALOGUES ON APPLICATION.

SPECIAL FLORISTS' SEEDS
in separate named Varieties.

PANSY, CARNATIONS, PHLOX, PETUNIA, VERBENA, PORTULACA.

THE HONGKONG DISPENSARY. 121

NOTICE TO CORRESPONDENTS.
Communications on Editorial matters should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name.

Correspondents are requested to furnish their name and address with communications addressed to the Editor, not to publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

The Daily Press.

HONGKONG, October 21st, 1886.

The question of the Straits passenger regulations has been well threshed out that it is now universally acknowledged, something must be done to remove the anomaly of foreign vessels being granted advantages over British vessels in a British colony. Some difference of opinion still exists, however, as to what this something ought to be. Our own view is that the Straits Government should adopt a uniform rule by which all vessels, whatever nationality should be allowed to land an equal number of passengers in proportion to their space. This view does not find acceptance in the Straits, if the utterances of the local press may be taken as fairly representing public opinion. The *Straits Times*, while recognising the urgency of the case and the necessity for immediate action being taken to press the matter upon the attention of the Secretary of State, objects to our criticism on the action of the Straits Government, and also fails to see how the Hongkong Chamber of Commerce has made out any case for action on the part of the home authorities beyond a reduction of fees and an enquiry as to whether our space regulations for native passengers are not unduly liberal. The real question at issue, says our contemporary, is German versus British measurements of passenger space; and the drift of its argument is that German law and not British law should govern the number of passengers allowed to be conveyed into a British port. This is preposterous. The statement is made: "As to any interference with a vessel under a foreign flag shipping passengers at a port out of British jurisdiction, it is impossible." Why so? "True we cannot prevent a vessel under a foreign flag shipping passengers at a port out of British jurisdiction, but we can prevent those passengers being landed at a port within British jurisdiction, and unless the passengers can be landed the vessel will of course not ship them. Both the United States and the Australian colonies impose restrictions as to the number of Chinese passengers that may be introduced into their ports, and their right to do so has never been questioned. Our Straits contemporary says: "We can only realize the exact state of affairs by reversing the position of the parties. Let us suppose a British vessel to leave Singapore carrying, under local regulations, a certain number of passengers for Hongkong; and that on putting into Saigon, not to land her passengers, but merely to obtain stores, her captain was fined for carrying an excess of passengers. We should not of course submit to such a proceeding." Here again our contemporary is wrong. If the Saigon Government passed a law that no vessel should enter that port having on board passengers in excess of a certain number British vessels would undoubtedly have to comply with that law. A case almost identical with the hypothetical case above put forward happened not very long ago in Australia. A vessel arrived at a Queensland port having on board Chinese passengers, some of whom were to be landed there and the remainder taken to one or more of the other colonies. Although it was not proposed to land at the Queensland port more than the law allowed, a prosecution was instituted with respect to the total number of passengers on board, and a penalty was inflicted in respect of those who were merely en route for another destination. When once a vessel enters the waters of a port she becomes subject to the law prevailing in that port. The law may be injudicious, but that does not affect the question of right. The argument that the Straits Government cannot interfere with the number of passengers brought into the colony by foreign steamers, therefore fails to the ground. So far as international law is concerned it would be perfectly open to the British Government to adopt a protectionist policy and enact that no Chinese immigrants would be allowed to land from any but British vessels.

The question of expediency then arises. Is it better to control the number of passengers to be carried by a law to be enforced at Singapore, or by an agreement arrived at between the respective Governments as to regulations to be enforced at the port of departure in China? We say most unquestionably the former, as that means would be secured not only uniformity of the law but uniformity in its administration. Granted an agreement between the different governments, diverse interpretations of that agreement might be arrived at by the officers of the respective countries. There is, moreover, no power to compel other Governments to enter into such an agreement. So far the passenger trade has been monopolised by British and German vessels, but there is no

thing to prevent vessels of any other nationality engaging in it. This is a point upon which we touched in a previous article, but it is conveniently ignored by the *Straits Times*. Latterly, owing to the more liberal regulations governing the carriage of passengers by German vessels, charterers engaged in this particular trade have shown a decided preference for that flag. Supposing that Germany assimilated her regulations to those of England, the probability is vessels under some other flag would appear on the scene and, by reason of their being outside the agreement arrived at between Germany and England, would undercut the vessels of both nations. If after slow negotiations these vessels were likewise subjected to similar regulations they would nevertheless have gained a footing in the trade, just as the Germans have done, from which it would be difficult afterwards to dislodge them by the ordinary means of fair competition. This process might be expected to go on indefinitely, for it is idle to suppose that any agreement on the subject binding on all the nations of the earth will ever be negotiated.

But the chief reason why the matter should be controlled by regulations to be enforced at Singapore rather than by such an agreement as that suggested by the *Straits Times* is that the matter is one exclusively affecting a British colony, and it is inconsistent with the dignity of the nation that any foreign power should be allowed to interfere with it. For reasons which seemed good in its own eyes the British Government long ago arrived at the conclusion that for the health and comfort of passengers it was essential they should have a certain amount of space allotted to them, and it has a perfect right to say that no foreign vessel shall bring into a British port more passengers than a British vessel of the same capacity would be allowed to bring. Not only is this a right, but it is an imperative duty; and herein lies the gravamen of the charge against the Straits Government, that they have neglected this duty and acted in contravention of the interest and dignity of the nation. What has been done has been to grant to a foreign power, "respect of one particular master, extra-territoriality in a British port. The principle involved is one of the highest moment, far exceeding in importance the material injury which has been done to British trade, sensible as that injury is.

Fax telegrams lately received through Reuter's agency, as well as the reports that come from Rangoon, it is evident that the British Government have resolved to stand no more nonsense from that capricious and sanguinary tyrant King THEBRAW. He has, we hope, at last reached the full length of his tether. For years past the anarchy, misrule, cruelties, and bloodshed prevailing in Upper Burma, have been a scandal to civilization, and a blot upon the Indian Administration for tolerating such outrages on humanity as have been perpetrated by the irresponsible savage who reigns at Mandalay.

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The following telegrams from Rangoon

Lient-Colonel Hughes, Army Pay Department, from the Dublin District, is on his way out to take up the post of Chief Paymaster on this station lately held by Lient-Colonel Catell.

On Monday the American ship *Grampus* left the Kowloon dock and the Netherlands-India steamer *Cemora* and the British *Barca* *Luica* were docked there. The Austrian gunboat *Nautus* left the Cosmopolitan dock yesterday.

We are glad to learn that both Mr. B. B. Scott, the manager, and Mr. J. C. Scott, son of the *Greathouse*, now at the Catin Hospital, are progressing wonderfully well. The Chinese draman was discharged from Hospital yesterday.

The cricket match between the Royal Artillery and the *Buffs* will be continued to-day at 11 a.m. Present score—*Buffs* 93 (Dingley 103), and 157 (for 3 wickets). Jarrett not out 35; Royal Artillery 103. Dingley not out 35; Royal Artillery 103. Law tennis nets and wickets for practice will be pitched at 4.30 p.m.

About eight o'clock on Monday night, the time at which it is customary for Chinese to close their doors, a band of eight or nine robbers attacked us, we are informed, a pawnshop in the course of his address to the clerks thanking them for their sufferings, says:—"The news received from France [sic telegram published above] imposes upon us duties to which we cannot prove false." The division of the Republican party, which is organised in the *Greathouse*, consists of a number of constituents. Two hundred and fifty-five elections have to be decided by ballot. It is necessary at all costs to save the Republic, now menaced by the coalition of hostile parties." For this purpose he urges unity in the ranks of the Republicans. We observe that in his programme M. Blanqui pledges himself to the maintenance of free trade throughout Indo-China subject only to the restrictions actually existing in *Cochin-China*.

The following, which appears in the minutes of a recent meeting of the Singapore Municipal Council, is of interest:

"The Chinese here are regarded as a most undesirable element, which have occurred within the last few years." Read letter from the Rev. A. Dugan

"The Chinese were Governor of Fujian he pursued the Throne to issue a Decree by which the Governor of Fujian's official residence was removed to Fuzhou and he had to live six months in Fuzhou and the other six months in Taiwan."

A correspondent writes to the *Singapore Free Press*:—Does it not strike all Singaporeans that Chinese here, who are British born subjects, purchase rank from the Aman and Swatow Macaques? But are they acknowledged as such by the Government? On state occasions they see a lot of them with caps on the front and on the back, which means bunching themselves of course by purchase. I think the time has come when all British subjects should register themselves so as to be acknowledged as such.

The following are the "orders of the day" for this afternoon's meeting of the Legislative Council:

Second reading of the Supplementary Appropriation Bill, 1884.

Second reading of the Appropriation Bill for 1884.

Second reading of a Bill entitled the Loan Ordinance, 1884.

Second reading of a Bill entitled the Spirits Ordinance, 1884.

Second reading of a Bill entitled the Prison Ordinance, 1884.

The following specimen of "English as it is written" by a Chinese employee of the Straits Government is reproduced from the *Free Press*:—

"I will give silver to now. A shill [sic] will give me. I have send me cash certificate a fifty day. I will know what give. I will know what time give." Being interpreted mean—at least, so it is supposed—

"I am waiting till now for my pay. The shill [sic] will not give it to me. I sent in my bill for sherry allowance five days. I am waiting till the money is paid to me so as to pay my rent and cook. I would like to know when I can get it."

The *Fengang Gazette* says:—There is a very little of importance stirring in British Burma. A good deal of excitement prevails amongst the Burmese at the news from Mandalay, and, according to all accounts, the police of Rangoon are on the alert. The *Greathouse* was searched by the Chinese police on the 7th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 10th instant.

The *Greathouse* was also searched on the 10th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 11th instant.

The *Greathouse* was also searched on the 12th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 13th instant.

The *Greathouse* was also searched on the 14th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 15th instant.

The *Greathouse* was also searched on the 16th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 17th instant.

The *Greathouse* was also searched on the 18th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 19th instant.

The *Greathouse* was also searched on the 20th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 21st instant.

The *Greathouse* was also searched on the 22nd instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 23rd instant.

The *Greathouse* was also searched on the 24th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 25th instant.

The *Greathouse* was also searched on the 26th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 27th instant.

The *Greathouse* was also searched on the 28th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 29th instant.

The *Greathouse* was also searched on the 30th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 31st instant.

The *Greathouse* was also searched on the 1st instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 2nd instant.

The *Greathouse* was also searched on the 3rd instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 4th instant.

The *Greathouse* was also searched on the 5th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 6th instant.

The *Greathouse* was also searched on the 7th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 8th instant.

The *Greathouse* was also searched on the 9th instant, and the Commissioner of Police, Mr. A. Dugan, was removed to the *Greathouse* on the 10th instant.

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The Band of "The Buffs" will play this evening at the Officers' Mess, commencing at 8 p.m. The following is the programme:—

March "Grown Prince of Prussia" Kontrab. Overture "William Tell" Rossini Selection "Bachak" Supre Vale "Southern Breeze" Molster Coronation "Il Firma" Bellini David "Des Adorables" Lothario

The election of a Deputy for Cochin China took place on the 11th instant, and resulted in the re-election of M. Blanqui, the Republican candidate, who represented the *Greathouse* and the Chinese. The result was as follows:—

Blanqui, 238; Carabelli, 194; Tarazin, 21; Lo Meyer de Vries, 54; M. Blanqui, 26. The Chinese returned, as the *Yuen Shing* shop, and carried away booty to the value of several hundred dollars. No opposition was offered, as the inmates of the shop were overawed by the robbers. The burglar has been reported to the Police.

The cricket match between the Royal Artillery and the *Buffs* will be continued to-day at 11 a.m. Present score—*Buffs* 93 (Dingley 103), and 157 (for 3 wickets). Jarrett not out 35; Royal Artillery 103. Dingley not out 35; Royal Artillery 103. Law tennis nets and wickets for practice will be pitched at 4.30 p.m.

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A correspondent writes to the *Singapore*

What the trade now requires is civilised communication between one or more ports on the gulf and the capital and northern provinces of Persia. The present mode of the trade is carried inland over interminable tracks by the backs of mules. But whether this primitive mode of transit should be superseded by a railway having Bushire and passing through Shiraz and Isfahan to Teheran, or by a line which should leave the River Shat-el-Arab a little below Basrah at Mohammah, and thence utilising the Karun up to Shuster, places the Persian Mountains, and the speech of the plains of Persia, and indeed, indeed, between Isfahan and Persepolis, is a question which has been long discussed and will require early solution. My own opinion is that the line of the Karun should certainly be developed. It is true that the regions drained by the Persian Gulf trade are comparatively poor and sparsely inhabited; but yet the total value of the produce of the country is so great that a traffic per square mile may be independent, yet, as a whole, it would probably prove remunerative, and capable of indefinite increase. We have already seen a trade in corn, opium, hides, dates, sesamum seeds, lacquer, assafodita, sugar, and other commodities amounting to considerable proportions and fair promise for the future. That the trade neither of Persia nor Turkish Persia is destined to develop to such an extent as to afford a moderate percentage of justice and security to their subjects the prospects of their own industry.

COMMERCIAL INTELLIGENCE.

TUESDAY, 20th October.
Export Cargoes.

Per steamship *Detonation*, sailed on the 11th October—For London—13,150 lbs. coconuts, 73,584 lbs. scented copa, 22,449 lbs. scented grana poca, 5 cases silk, 54 halves waste silk, and 9 packages sundries.

Per steamship *City of New York*, sailed on the 11th October—For London—3,140 lbs. bags sugar, and 110 packages merchandise.

Per steamship *City of New York*, sailed on the 11th October—For London—Yokohama—3,140 lbs. bags sugar, and 110 packages merchandise.

Per steamship *Detonation*, sailed on the 11th October—For London—13,783 lbs. sugar, 200 bags beans, 9,350 lbs. rice, 230 bags coffee, 230 bags black pepper, 1,000 bags nut oil, 35 boxes prepared opium, 26 cases silk, 17 halves gambier, 20 baled jute, 350 lbs. gunnies, 75 packages tea, 3,420 packages merchandise, and 15 bags tamarica.

For Victoria, B.C.—20 cases crude opium, and 62 packages merchandise.

Per steamship *Detonation*, for San José de Gracimais—6 cases silk, 2 cases silk, 5 cases silk, 280 packages merchandise, and 4,300 bags rice.

For Callao—1 case silk, and 35 cases merchandise.

For Demerara—25 packages merchandise.

For Chicago—1,435 packages tea.

For New York—24 packages tea, 8 cases silk goods, and 224 bales raw silk.

Per steamship *Detonation*, sailed on the 20th October—For Port-of-Spain—2,092 bales silk, 185 bales waste silk, 23 cases silk, 127 halves gambier, 23 cases copra, 369 half-chests tea, 578 boxes tea, 615 packages sundries, and 13 boxes treasures. Tls. 39,000. For London—40 bales silk, 144 bales waste silk, 3 cases silk, 526 half-chests tea, 1,600 boxes tea, 502 packages sundries.

OFFICE.

Quotations are—
Malwa (New) \$340 per picul, alice, of 14
Malwa (Old) \$550 to \$600 per picul, alice,
of 2 to 2½ piculs.
Patna (New) \$522 to \$58 per chest.
Bengal (New) \$512 to \$52 per chest.
Bengal (Old) \$50 per chest.

EXCHANGE.

ON LONDON—
Telegraphic Transfer 3/5
Bank Bills, on demand 3/5
Bank Bills, at 30 days' sight 3/5
Bank Bills, at 4 months' sight 3/5
Credit, at 3 months' sight 3/6
Documentary Bills, at 4 months' sight 3/6
ON NEW YORK—
Bank Bills, on demand 4/5
Credit, at 3 months' sight 4/5
ON BOSTON—
Telegraphic Transfer 2/5
Bank on demand 2/5
ON CALIFORNIA—
Telegraphic Transfer 2/5
Bank on demand 2/5
ON SHANGHAI—
Bank at sight 7/4
Private, 30 days' sight 7/4
SHABES.

Quotations are—
Hongkong and Shanghai Bank—Tls. 152 per cent. premium.
Union Insurance Society of Canton, Limited—
\$4 per share, ex div.
China Fire Insurance Company's Shares—
\$82 per share.
North China Insurance—Tls. 300 per share.
Yankee Insurance Association—Tls. 122 per share.
Chinese Insurance Company, Limited—\$170 per share, ex div.
On the Insurance Company, Limited—Tls. 145 per share.
Canton Insurance Office, Limited—\$80 per share.

Hongkong Fire Insurance Company's Shares—
\$370 per share.
China Fire Insurance Company's Shares—\$74 per share.
Hongkong and Whampoa Dock Company's Shares—\$68 per cent. prem.
Hongkong, Canton, and Macao Steamship Co.'s Shares—\$68 per share premium.

India and China Navigation Co.'s Shares—
18 per cent. discount.
China and Manuf. Steamship Company, Limited—
30 per cent. discount, nominal.
Douglas Steamship Company, Limited—\$350 per share.
Hongkong Gas Company's Shares—\$90 per share.
Hongkong Hotel Company's Shares—\$155 per share.

China Sugar Refining Company, Limited—\$33 per share.
China Sugar Refining Company (Debentures)—
1 per cent. premium nominal.
Luzon Sugar Refining Company, Limited—\$30 per share.

Malacca—\$10 per share.
Selangor Tin Mining Company—\$15 per share.
Perak Sugar Cultivation Company—Tls. 12 per share.

Hongkong Wool Manufacturing Company, Limited—\$20 per share.
Hongkong and Macao Glass Manufacturing Co., Limited—Per annum.
Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.

(From *Mather & Co.'s Register*, October 20th.)

Temperature—1. 78° F. 2. 78° F. 3. 78° F.
4. 78° F. 5. 78° F. 6. 78° F. 7. 78° F.
8. 78° F. 9. 78° F. 10. 78° F. 11. 78° F.
12. 78° F. 13. 78° F. 14. 78° F. 15. 78° F.
16. 78° F. 17. 78° F. 18. 78° F. 19. 78° F.
20. 78° F. 21. 78° F. 22. 78° F. 23. 78° F.
24. 78° F. 25. 78° F. 26. 78° F. 27. 78° F.
28. 78° F. 29. 78° F. 30. 78° F. 31. 78° F.

HONGKONG TIDE-TABLE.

(See *1st October*, 1885.)

HIGH WATER. Low Water.

Mean High Water. Mean Low Water.

The mean sea-level has been determined at 100 feet above the level of the Victoria Naval Yard, and the lower the ordinary Spring-Tide, to which datum the mean sea-level has been reduced, the lower the water-level of the Tides will be.

The height in the Table is marked with a minus (-) sign above the Low Water-Datum Hyperbola, and should be deducted from the elevation given above.

CHINA COAST METEOROLOGICAL REGISTER.

10th October, 1885, at 4 P.M.

STATION	Wind	Wind.							
HARVEY, &c., VIA SUEZ CANAL.									
LONDON, &c., VIA SUEZ CANAL.									
LONDON VIA SUEZ CANAL.									
LONDON AND HAMBURG.									
HARVEY AND HAMBURG.									
HARVEY, LONDON, &c.									
TRISTEZA, &c.									
NEW YORK VIA SUEZ CANAL.									
NEW YORK.									
NEW YORK.									
NEW YORK.									
SAN FRANCISCO VIA YAMAGATA.									
KOBE AND YOKOHAMA.									
SINGAPORE AND PENANG.									
TIENTSIN.									
SHANGHAI.									
HANGHONG.									
MANILA AND ILOILO.									
MANILA.									

20th October, 1885, at 10 A.M.

STATION	Wind	Wind.							
HARVEY, &c., VIA SUEZ CANAL.									
LONDON, &c., VIA SUEZ CANAL.									
LONDON VIA SUEZ CANAL.									
LONDON AND HAMBURG.									
HARVEY AND HAMBURG.									
HARVEY, LONDON, &c.									
TRISTEZA, &c.									
NEW YORK VIA SUEZ CANAL.									
NEW YORK.									
NEW YORK.									
NEW YORK.									
SAN FRANCISCO VIA YAMAGATA.									
KOBE AND YOKOHAMA.									
SINGAPORE AND PENANG.									
TIENTSIN.									
SHANGHAI.									
HANGHONG.									
MANILA AND ILOILO.									
MANILA.									

20th October, 1885, at 10 A.M.

STATION	Wind	Wind.							
HARVEY, &c., VIA SUEZ CANAL.									
LONDON, &c., VIA SUEZ CANAL.									
LONDON VIA SUEZ CANAL.									
LONDON AND HAMBURG.									
HARVEY AND HAMBURG.									
HARVEY, LONDON, &c.									
TRISTEZA, &c.									
NEW YORK VIA SUEZ CANAL.									
NEW YORK.									
NEW YORK.									
NEW YORK.									
SAN FRANCISCO VIA YAMAGATA.									
KOBE AND YOKOHAMA.									
SINGAPORE AND PENANG.									
TIENTSIN.									
SHANGHAI.									
HANGHONG.									
MANILA AND ILOILO.									
MANILA.									

20th October, 1885, at 10 A.M.

| STATION | Wind | Wind. |
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EXTRACT.

THISTLE-DOWN.
Away and away and away, over the fields and the trees,
Away and away and away, over the blossoming lea.
Light as a wisp that the fairies weave,
Blown by the southern gale,
The town, so dusty and hot, I leave,
And wander in the dale.
Long rest in the parent stalk,
No love of home,
I hate the bones, and their grave, wise talk;
Now in the field's room.
Further I fly than the working bee,
Never her work do I,
I only pause by the red rose-tree—
I love the open sky.
Away and away and away, over the fields and the trees,
Away and away and away, over the blossoming lea.
Over the hedges and meadows fair,
Under the bright sun,
I love to rest in the morning there,
Before the day's begun.
A moment I rest on a clover lip,
Too swift am I to stay;
In the clover river oft I dip,
And skim the watery way.
And glad for ever, for ever free,
I flutter to and fro,
The wings of the wind they carry me
Where'er I wish to go.
Away and away and away, over the fields and the trees,
Away and away and away, over the blossoming lea.
Narrow Roads, in a drowsie.

TEXAN COOKERY.

A RUSSIAN FORT ON THE CASPIAN.
A letter has appeared in the *Kazak* of the 16th (28th) of July, 1885, describing a visit to Fort Alexandrovsk, on the eastern shore of the Caspian. We take it from the following passages:—“Fort Alexandrovsk, with a population of some 350 of both sexes, presents the appearance of a single narrow street, bordered on either side with neatly built shop and houses, lamps, and high poles. A house, which at one time served as the residence of the commandant officer, and was afterwards acquired by the Government and transformed into a lazaret, forms by its loftiness an exception to the general run. The whole of the trade of the place is concentrated in the hands of Armenians from Astrakhan, among whom are to be found some wealthy individuals who derive considerable profits from the bartering trade they carry on with the Kirzis. On rising ground overlooking this street are the Government buildings—namely, the fort, the residence of the Governor, and the church; while the open space at the foot of the slope is adorned with a handsome chapel, built in commemoration of the Khiva campaign. Of vegetation there is absolutely none, with the exception on the reverse slope of the hill of a garden in the last stage of decay, laid out, according to report, by the poet Shcherbok during his banishment from Little Russia. The fort itself rejoices in a club and an excellent fire-engine; its streets are well lit, and the houses have a clean appearance. There is also a school in which the young of both sexes receive instruction. Though the society of the place is limited, yet apparently harmony reigns amongst its members. Almost all the necessaries of life are imported from Astrakhan and Petrosk during the summer months. Advantage also is, of course, taken of any opportunity of the kind that presents itself during winter. The Kirzis occupy themselves exclusively with cattle breeding, and are, as it is said, noted for their scrupulous honesty. A long, clumsily stitched cloak (kilat) and breeches of coarse camel's hair form their dress. The head-gear resembles an old woman's hood, extending in rear of the neck for about seven inches in the shape of a truncated cone. According to the rank & wealth of the wearer, it is embroidered with various furs, &c. The practical object of the cone is to admit ventilation to the head through the opening. I came across a Kirzis who had been educated at the Orenburg Academy; and he, as others also in proportion as they have mixed with and become habituated to Russian ideas, apparently does his utmost to avoid being taken for what he is. The dress of the women differs but slightly from that of the men. For example, in lieu of the hood a woman covers her head with a variety of rags, bandages, &c. In the manufacture of warm and soft scarves, cloaks, &c., out of camel's and goat's hair they show great skill and ingenuity. According to the ideas prevalent among the Kirzis, the wife is merely a slave, bought at a certain price, and destined to fulfil all domestic labour. For the Kirzis, as for all nomadic tribes, the dirty and unduly fat kibitka serves as residence. The first thing in the kibitka that attracts the attention of the visitor is the stores of provisions suspended from the roof—to wit, dried and smoked fish and horse-flesh. The latter constitutes a great delicacy, and is a luxury that only the well-to-do classes can attain to. The heat and sunni of Fort Alexandrovsk are inexpressible, the one sole distraction being the arrival of a ship. Even this is denied to the inhabitants in winter, when the sea is frozen. In fact, for two or three months each year there is absolutely no communication between Fort Alexandrovsk and the outer world.”

A TRUE GHOST STORY.

Having tired ourselves bird-nesting, climbing trees, leaping, and indulging in other pranks, we at last approached the old mansion, a large square, lofty, substantial house of three stories. It had been uninhabited for years. Many of the windows were broken, some closed with shutters, the lower ones built up with stones. The half door, approached by a flight of stone steps, through whose joints long grass had grown, was also barricaded with large stones. We examined in detail the front of this deserted hall. We passed round to the back, and climbing the garden wall, saw the walk covered with weeds and grass, the fruit trees encircled with moss and mildew, decay on all around. I turned round and looked up to one of the top windows, and there, to my utter amazement and terror, beheld standing at the window as an aged man, dressed in a black cutaway coat. He wore a three-cooked hat, and his skirted coat was braided with gold. A large black dog was on the window sill before him, and his arm was stretched before the dog's breast, as if restraining him from leaping down at us. All this was taken in at a glance. I pointed to the window. The three of us leaped from the wall, and rushed over “bank, bush, and scarp,” through brack and drain. Arriving at the high road breathless, with clothes torn, hands and faces lacerated, feet and garments bedraggled with mire and wet, I asked the other boys if they had seen the old gentleman and his dog, as I described them. They assured me they had. This extraordinary apparition at midday, so much at variance with the ordinary experience, that such uncouth visitors of the glimpses of the moon, appear only at the witching hour of night. I really believed, or at least I believed that I believed it, as truly as any object I had ever seen before. I visited the place lately. The old house has completely disappeared. Not a trace of it remains. Of my two companions on that day, one has long since stoned to his eternal rest. The round earth intercessions between the other and me. For years no doubt crouched my mind that I had actually seen that ghost. If you ask me if I believe it still, with the knowledge and experience of after years, I must confess that I have devised a theory to explain the apparition. There were ghost stories connected with the

deserted mansion of Martinstown. I recollect, on reflection, to have heard an old nurse tell how, when the family had all left and some servants remained, they were talking one night round the fire in the servants' hall. Suddenly they heard a footstep as of one walking down the stairs. Step by step the foot came until with stately tread there walked into the room an ancient gentleman, with three-cooked hat, cutaway braided coat, silk stockings, shoes with broad silver buckles, and a diamond-hilted rapier by his side. He gazed intently for a moment on the group by the fire, turned slowly round, walked from the room in the same dignified manner, was heard ascending step by step to the top of the house, and shutting a door behind him. That was the last sight any of the servants stayed at Martinstown. The conclusion to which I afterwards came, looking at my ghost adventure through the shadows of years that had passed, was that some one with a black dog must have been in the house at the time; that he came to the window and looked out at us, and that to my mind's eye he assumed even to the minutest particular the appearance of the old gentleman whose apparition I had heard described years before, but of whom I had no conscious thought at the time. It may be asked how I account for my two companions having witnessed exactly the same apparition. The only answer I can give is that they beheld the man and dog, and that it was only in answer to my questions—they agreed as to the cocked hat and braided coat.

—J. J. K., in the *Irish Monthly*.

the monkey had been a collector of animals, and in Europe had obtained some white people with red or fair hair; when upon his arrival in Africa he met with the negroes, black as jet, with flat noses, thick lips, and black woolly heads. I think he would be justified in regarding them as a very well marked and distinct species. We are, however, in a position better able to understand that time, climate, food, and other circumstances may so change the condition and appearance that the original type may be said to have disappeared altogether. I venture to say this change is now taking place, however slowly it may be. It is noticeable in America, and doubtless in a few generations (without fresh arrivals of Europeans) the descendants of Europeans will gradually develop the peculiarities of the original natives of that country.—W. E. TREACHER IN FIELD.

WHERE CHARLES KINGSLEY WAS BORN.

Down in the hollow, and separated by the line of hills on which we stand, from Holme Chase and the Dart, is the little village of Holme, behind which rises the great shoulder of Holme Edge, a vast reservoir of pasty water. Still further west the moor stretches lie beyond line, the bleak and desolate land whence the Plym and the Erme, with a number of smaller streams, draw their impetuous waters. The little church of Holme contains a curious screen, and is worth visiting, albeit a plain structure externally. The village has higher claims on the devout pilgrim as the birthplace of Charles Kingsley, a worthy of Devon, whose association with the county has yet to be considered by the future Prince. No more fitting grade for the author of “Westward Ho!” and the “Puss Idylls” could be conceived. Almost within hearing of the Dart, with the music of many trout streams near, with the wild waste and impressive circle of the moor, with the forces of nature, vast, elemental, and profound, ever at work about him, it could not but be that the beauty and significance of the scene should pass into his verse, and animate his spirit. The place is in a sense haunted by him, and is full of suggestion to all who know his work. Lingering on the great purple stretch of moor that overlooks the nestling village, with the distant gleam of the Dart: in among the wild hills, even to the far wavering line of the gleaming sea, where the Teign gains haven, it is easier to realise his passion for nature; and that he has left something more than

“This calm and quiet scene;—
The memory of what has been,
And never more will be.”

—The Magazine of Art.

TRICKS OF THE LONDON COSTER. An elderly London costermonger, in a interview with a correspondent of the *Standard*, says:—“Speaking about measures—quarts and half-pecks and pecks—when I was a young man there wasn't no law as to the kind of measures costermongers and street-sellers used. When he called out his fruit or his pens, or whatever it was he might be selling, at so much for such a quantity, it was only in a manner of speaking, and so it was understood, friendly and cheery. Nobody expected that the so-called quart really meant a couple of pints. People used their own judgment, and looked at the medlar of the chap who had the handling of it, and calculated how much they were likely to get for their money, which added a lively feeling of speculation to the deal, and gave it a sort of flavour of being in a raffle or a lottery. That was a time when there was some credit in a poor man's wife or daughter being a sharp one at going to market. 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